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OXCART

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Copy 5 of 10

15 April 1965

BRIEFING NOTE FOR THE DIRECTOR OF CENTRAL INTELLIGENCE

SUBJECT : OXCART Program History and Status

1. The OXCART program concept began in July 1957 with a preliminary design study effort involving Lockheed and Convair focusing on development of a follow-on to the U-2 aircraft. In August 1959 this study phase was completed with a preliminary contract award to Lockheed. In February 1960, a final go-ahead was authorized for the development and manufacture of the Mach 3.2, 80,000 to 90,000 ft. altitude reconnaissance A-12 aircraft. These and other program milestones are shown on Attachment I for the A-12 and for the B-58 and the B-70.

2. Since the first flight of an OXCART A-12 aircraft on 26 April 1962, 1285 flights totalling 1847:06 hours have been made, utilizing thirteen aircraft at the Nevada test site. Of these totals, 828 flights accumulating 1080:13 hours were powered by the twin J58 engine installation.

3. Seven aircraft (including aircraft 124, the two place trainer) are assigned to the Detachment and are being flown by the operational pilots. Four aircraft are assigned to flight test. Two of the four flight test aircraft, numbers 129 and 131 will be assigned to the Detachment as operational aircraft by mid-1965. There are currently seven civilian pilots qualified as operational pilots for the Detachment.

4. To date the longest sustained flight for the A-12 with two J58 engines is 4:40 hours. The longest sustained flight for the trainer aircraft #124 with two J75 engines is 5:25 hours. The maximum speed achieved has been Mach 3.27 and the maximum altitude has been 85,259 feet. On 27 January 1965, aircraft 129 completed the first of a series of long range, high speed flights [redacted] 25X1 designed to demonstrate the maximum range capability.

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The total flight time for the mission was approximately 1:40 hours with approximately 1:15 hours above Mach 3.1. Total range based on final flight data was 2530 nautical miles at cruising altitudes between 75,600 feet and 80,800 feet.

5. A-12 camera systems Type I [redacted] 25X1
25X1 Type II [redacted] and Type IV [redacted] are performing 25X1
satisfactorily within the envelope of flight experienced to date. Over 100 camera flights have been made. No degradation of photography due to thermal gradients or turbulence has yet been noted at speeds up to Mach 3.96 and pressure altitudes of 80,000 feet. The camera system goal is a resolution of one foot and cameras to date have demonstrated this value.

6. The current primary effort is directed towards a mid-September deployment of three A-12 aircraft at Kadena, Okinawa for overflying Far East Asia. Operational plans and manpower and equipment requirements are now being formulated for this deployment. These A-12 aircraft, specially designed with low radar cross sections to reduce radar return, will be configured, in addition, with specially developed countermeasures equipment.

Atts: I thru V

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ATTACHMENT II TO [redacted] 25X1

AIRCRAFT FLIGHT TEST SUMMARY

AIRCRAFT NO.	FLIGHTS	HOURS
121	173	166:23
122	90	86:44
123*	79	136:10
124	324	571:05
125	120	177:40
126	80	123:00
127	102	147:35
128	79	132:25
129	93	99:45
130	75	101:45
131	41	43:42
132	40	52:35
133**	10	8:17
	1285	1847:06

*Crashed 24 May 1963 -(Cause - Iced Pitot - Static tube resulted in erroneous airspeed reading in the cockpit. Pilot safely ejected.)

**Crashed 9 July 1964 - (Cause - Flight control system outboard elevon servo valve stuck in the partially open position. Pilot safely ejected.)

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ATTACHMENT III TO [redacted]

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J-58 ENGINE DEVELOPMENT SUMMARY

Total J-58 ground test hours	17,682 hours
JT11D-20 Engine ground test hours	14,744 hours
Engine ground test hours above Mach 2	4,829 hours
Engine ground test hours at or above Mach 3	3,744 hours
*Total Engine flight hours	2,647 hours
Engine flight hours at or above Mach 3	46.5 hours

*Includes AF-12 and R-12 as well as A-12

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ATTACHMENT IV TO: [redacted] 25X1

SUMMARY OF TIME AND FLIGHTS ABOVE MACH NO. NOTED

(As of 14 April 1965)

Aircraft No.	2.0	2.6	2.8	3.0	3.2
121	30:45 88	14:08 57	8:20 44	4:31 34	:29 Hours 11 Flights
122	25:38 71	7:33 32	3:25 22	1:42 9	:21 2
123	:09 2				
124					
125	55:13 86	14:24 27	8:26 21	-	-
126	19:31 31	6:15 12	3:26 8	-	-
127	39:04 72	13:58 25	6:06 11	-	-
128	43:57 60	12:37 25	9:20 22	:12 3	-
129	36:04 80	17:47 59	8:18 29	8:06 24	:34 6
130	22:50 48	8:01 20	5:05 13	:20 1	-
131	13:57 27	5:40 20	2:59 12	1:41 5	-
132	19:15 34	10:04 24	3:20 13	:30 1	-
133	2:53 7	1:12 7	:57 4	-	-

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ATTACHMENT V TO: [redacted] 25X1

HEAT SOAK RECAPITULATION

MACH NO.	FLIGHTS	TIME
2.0	606	309:16
2.6	308	111:39
2.8	199	59:42
3.0	77	16:02
3.2	19	1:24

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